

AUTOMOTIVE  
SECTIONOIL BOOMS CREATE  
NEW USE FOR CARS

Another reason why the motor car companies are so hard put to keep their production somewhere within hailing distance of demand is cited by Howard Harvey, Liberty distributor of Dallas, Tex.

Out in the desert some one discovered oil—and the rush began. It was only then a day or so before a steady procession of passenger cars and trucks began making endless trips to and from this patch of land ninety miles away from Dallas, which was, until the discovery, no more than a desert waste.

The town, still nameless at the time of this writing, is built of tents, which were hauled in automobiles from the railway more than sixty miles distant. The population was well over seven hundred people by the time drilling commenced.

Days are busily spent in preparation for sinking the wells and in rushing to completion the giant tanks which Government restrictions require in order to prevent waste, before the mineral drainage is permitted. And the nights, in an atmosphere reminiscent of the Klondike, are passed in harmless revelry at the canvas soft drink emporiums.

According to Harvey, the price of \$1.50 for a cup of coffee and a sandwich, appalling as it would be to even those of us who are thoroughly insured to the H. C. of L. is regarded as nothing out of the ordinary. The prospect of sudden riches from the oil-laden land outweighs any present inconvenience or expense.

Cut off from outside communication by rail, the existence of such communities would be impossible were it not for the constant train of automobiles traveling back and forth from the distant railway. The road, as might be expected, is little better than a track in the sand, and very bad in many places, yet the traffic rolls on almost without interruption.

Such circumstances actually result in an exalted idea of the importance of the motor car, and it is noticed that motor cars are among the first purchases of many of those who grow suddenly rich through these oil discoveries.

LEGAL POINTS FOR  
OWNERS OF AUTOS

By OUR LEGAL CORRESPONDENT.

The development of the law relating to automobiles has been phenomenal as the development of the automobile industry itself. Text books, statutes and court decisions that owe their existence to this comparatively new field of industry, and deal exclusively with it, represent the equivalent of many hundreds of volumes and actually amount to many hundreds of thousands of pages of printed material.

That practically everybody is very deeply affected by this new and ever growing field of law is a proposition that probably looks like a journalistic exaggeration (if there is such a euphemistic modification of the truth), but as will be seen from the series of articles which will appear in Saturday's Automotive Section of THE TIMES each week, and of which this is the second, the statement made will bear the severest test.

In this series it is proposed to get the "meat" out of the law relating to automobiles and to present it in such a form that it will interest, instruct and help Times readers in the great variety of situations which arise from time to time out of the ownership, use, sale, purchase, manufacture, repair or storage of automobiles, or from the conditions due to the general use of automobiles in the variegated complications of our daily existence.

Something of the historical development of vehicular traffic frequently crops out in connection with the many legal problems arising out of the use of automobiles. Note, for example, this interesting situation as disclosed by a recent decision of the supreme court of New Hampshire.

In the State named a toll bridge company was incorporated in the year 1795. Its charter expressly provided the scale of charges for traffic passing over the bridge, and under the law it is limited strictly to such charges. The schedule thus provided sets out the various forms of traffic then in vogue, including pack horses, hand barrows, ox teams, two wheel passenger carriages, and "carriages for burthen," but the wily legislator who

drew the charter lacked the prescience to foresee the new forms of conveyance that future generations were to develop.

An ingenious tourist who was aware of this gap in the scale of charges refused to pay the tolls required of automobilists for passage over the bridge, insisting that the imposition of such charges was an enlargement of the charter scale made without the legal authority which is necessary to effect a change in a corporate charter.

But the law is elastic; that is the judicial way of expressing the popular idea of stretching the law. The court held that as to passenger automobiles, the provision of the charter covering "four wheel carriages for passengers" is applicable, although admittedly this provision was expressly intended to cover horse vehicles. As to automobile trucks, the court decided that they must be held to be subject to the charges provided for "carriages for burthen drawn by two or four beasts."

Query—Will the charter stand another pull to cover the case of aeroplane traffic?

Some solace for public officials who, barred from the helpful tactics of the labor unions, find themselves losing out in the fight with Mr. H. C. L., is found in a recent New York case. In New York, as in almost all other States, there is a constitutional inhibition against granting extra compensation to public officials during the term for which they were elected or appointed. In one of the counties the superintendent of roads was provided with an automobile at public cost for the purpose of facilitating the performance of his duties. Payment for the car was refused by some official concerned with the approval of expenditures on the ground that the transaction was tantamount to the granting of extra compensation to the road officer. But the court decided otherwise, and directed that payment be made.

The tendency toward parsimony in the provision of insurance for the various contingencies involved in the operation of a car sometimes raises very close questions. In a very recent case an owner who carried only collision insurance accidentally drove his car off the side of a public bridge and into a stream below it. The owner was not injured, and the damage to the car was due entirely to the fall and to its immersion in the stream and not to coming into contact with any object before the fall. Was this a "collision"? The court de-

**The Washington Times**

Automotive Section has added a new service bureau for its readers. Each week there will appear in the Automotive Section matters of legal interest to auto owners.

These articles are written by a leading authority on automobile legal matters. In addition to the articles published a legal correspondence bureau has been added to the Automotive Section. Anyone desiring legal advice on matters automotive can obtain same by writing to L. J. Faulkner, Automotive Editor of THE WASHINGTON TIMES, enclosing a two-cent stamp for reply.

The TIMES, of course, can assume no responsibility for the advice given other than to assure the general public that the authority employed is one of the best.

decided that it was and so the insurance company had to pay.

Among the very recent decisions is one of especial interest to dealers who sell cars and truck attachments on the partial or time payment plan. A Ford was purchased on the partial payment plan, a mortgage or its equivalent being given for the unpaid balance at the time of purchase. While the mortgage remained unpaid the owner purchased one of the well-known truck attachments and by means of it converted his passenger machine into a truck. The attachment was likewise purchased on the partial payment plan, and a mortgage was given on the car as reformed, covering the unpaid balance due on the attachment. The payments on the attachment were not kept up, and when the seller attempted to enforce his mortgage he was met by the claim of the holder of the first mortgage, who maintained that his mortgage covered the car not only in its original condition, but also in any changed or improved condition in which it might be put while the mortgage remained in force. The court decided, however, that the seller of the truck attachment could detach and reclaim it, though as a general rule a mort-

gage on personal property includes improvements placed upon it in the course of its use for its usual purposes.

**Answers To Questions.**

Q.—Can you furnish any authoritative decisions covering the right of a State to tax an automobile stored in the State, where the owner resides in another State?

A.—You will have to give me some of the details of the particular case you have in hand to enable me to give you references to decisions exactly in point. Is the car stored temporarily or for a definite and prolonged period? What is the ultimate purpose in view—to sell the car in the State where it is located, to have it repaired there, to meet personal convenience, because of proximity of residence, or in view of some particular future use of the car?

The general rule of law governing the broad question of the taxation of automobiles of non-residents which happen to be in a State may be stated as follows, though slight circumstances may require the application of qualifying rules in particular cases.

A State has a right to tax property

THE  
WOMAN  
IN THE  
CAR

FADS AND FANCIES  
FOR THE  
FEMININE  
MOTORIST



The air at this time of year is crisp and keen, and the motoring togs which all-day service earlier are comfortable things on a cool fall day, and unless enough has been provided for such emergencies when the summer campaign was planned out, some supplementary items must be added for immediate use; but for other wearing apparel of the motor outfit of winter the conservative woman waits until October or November, when the modes have become really settled and can be depended upon as perfectly correct.

Any old coat and any old hat with some passe skirt and blouse seems to be the idea of some women making a fall tour, but the woman correct in good taste will have her coat and hat and frock planned as carefully as a dinner toilette. All of which truisms is suggested by the motoring outfit of an experienced motorist who has done much touring in England and France and has developed a great love for autumn motor trips which take her into the Maine woods and through the Canadian forests this fall.

Her suit this season consists of a tailored blouse of tricotette in harmonizing colors. A sweater has been made to accompany this outfit and is of gold color in a heavy rough crepe in a Jacquard weave, and is nearly as long as the coat. It is made in double-breasted fashion with a high collar so made that it could be turned down or worn high up around the throat. The fronts are closed with large, flat buttons of yellow glass.

A hat, something on the order of the famous tricorne of France, in a small model, is of brown leather, with a trimming of a narrow brown suede band and large flat suede bow across

short skirt and long, loose, beltless coat of duvetyne, which is an all-day service earlier, which is a wool material, light of weight yet very warm. It is of the smart new antelope brown, much of the prevailing hues of autumn woods. The skirt is seven inches from the ground, and with this are worn high brown suede boots of the new button variety. The skirt is perfectly plain and straight, with two large pockets at the sides.

The coat is the new model called the Pershing. It is utterly unrelieved by trimming of any sort, save for its military-looking brass buttons, which are conspicuously used in a double row down either side of the front. It is exceedingly well cut, so that though it gives freedom of movement, it is entirely free from bagginess and presents a sharpness of outline that is part of its charm. It has a military collar, which is a fall feature of many smartly built motor coats. It is lined with a fancy silk, showing lovely yellow, green and brown shadings, which are so effective with the antelope brown.

With this motor outfit are several tailored blouses of tricotette in harmonizing colors. A sweater has been made to accompany this outfit and is of gold color in a heavy rough crepe in a Jacquard weave, and is nearly as long as the coat. It is made in double-breasted fashion with a high collar so made that it could be turned down or worn high up around the throat. The fronts are closed with large, flat buttons of yellow glass.

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A new and smart motor model of velvet which fits the head so well that nothing more desirable for comfort in touring could be found. It is chic as well as practical and takes the veil well.

The motoring coat of dyed muskrat shows in every telling line its originality and exclusiveness of cut and beauty of design. The trimmings are of mink and the large collar may be brought up around the neck as high as Midway Mobile desires. Note the loose sleeves, built for comfort and the smart belt with its attractive buckle.

one side, a large brown chiffon veil and a pair of tan kid gloves complete a costume which, while absolutely practical, is as modish as can be imagined.

For touring the woods, browns are ideal colors, as they do not show soil or wear as quickly as many other colors. The browns are also to be the leading colors for fall and winter and are high in fashion's favor.

MARIE A. HITCHCOCK, in Chevrolet Review.

LOCK YOUR CAR

# READY REFERENCE RECORDS

## FOR AUTOISTS

Keep it in your car

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